

# INFORMATION REPORT

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SUBJECT List of the Vessels of the Czechoslovak  
Elbe-Oder Navigation Corporation

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1. The Praha, Brno and Melnik are tugs of The Czechoslovakian Albe Shipping Organization (CSPL) which ply exclusively between Hamburg and Magdeburg; they cannot progress farther south because of the depth of the river. They are the strongest boats of their type belonging to the CSPL. The crews are completely made up of Sudeten Germans who reside in the Soviet Zone of Germany. A lack of politically reliable Czech nationals has forced the shipping concern to employ Germans in its crews for all types of vessels; on the average, half of the crew of each boat is German.
2. Following are details on the boats mentioned above:
- a) Praha: Steam tug of 1,000 horsepower; Captain and 12 men all-German crew; home port Hamburg.
  - b) Brno: 900 horsepower steam tug; all-German crew of 12 men; home port Hamburg.
  - c) Melnik: 900 horsepower steam tug; all-German 12 man crew; home port Hamburg.
3. The following tugs are used between Magdeburg and Czechoslovakian river ports. The home ports of the boats are Decin or Usti nad Labem. The Sokolovo and Dukla are two completely new, modern motor tugs which have not yet been put in service since their test voyages demonstrated various faults.
- a) Podebrady: Steam tug, 500 horsepower, 10 man crew.
  - b) Kolin: Steam tug, 700 horsepower, 10 man crew.
  - c) Lovosice: Steam tug, 500 horsepower, 10 man crew.
  - d) Decin: Steam tug, 700 horsepower, 10 man crew.
  - e) Litomerice: Steam tug, 700 horsepower, 10 man crew.
  - f) Plzen: Steam tug, 700 horsepower, 10 man crew.
  - g) Karlín: Steam tug, 500 horsepower, 10 man crew.
  - h) Bilina: Steam tug, 700 horsepower, 10 man crew.
  - i) Smichov: Steam tug, 400 horsepower, 6 man crew.
  - j) Duchcov: Steam tug, 700 horsepower; "Ship of Youth", 10 man crew of young activists.
  - k) Roudnice: Steam tug of 700 horsepower, 10 man crew.
  - l) Tabor: Motor tug, 500 horsepower, five man crew.

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- m) Blanik: Motor tug, 500 horsepower, five man crew.
  - n) Morava: Motor tug, 450 horsepower, five man crew.
  - o) Vltava: Motor tug, 450 horsepower, five man crew.
  - p) Sokolovo: Motor tug, 750 horsepower, eight man crew.
  - q) Dukla: Motor tug, 750 horsepower, eight man crew.
4. The following boats are used for direct rapid transport between Czechoslovakian ports and Hamburg. They carry express goods and are able to pull one to three barges. Their journeys between Decin and Hamburg, without barges, consume four to five days; the return trip takes six to seven days.
- a) Ohre: express cargo steamer (Lastschneelldampfer), 250 horsepower, about 300 tons cargo capacity, (Lastfahigkeit) six man crew.
  - b) Sazava: express cargo steamer, 250 horsepower, 300 ton cargo capacity, six man crew.
  - c) Jizera: express cargo steamer, 250 horsepower, 300 ton capacity, six man crew.
  - d) Berounka: express cargo steamer, 250 horsepower, 300 ton capacity, six man crew.
  - e) Dunaj: express cargo steamer, 250 horsepower, ship (Ladefahigkeit) about 300 tons, six man crew.
  - f) Opava: express cargo steamer, 250 horsepower, 300 tons, six man crew.
  - g) Ludmila: Motorship of 350 horsepower, 350 tons, six man crew.
  - h) Pionyr: Motorship, 350 horsepower, 350 tons, six man crew.
  - i) Josef Hessl: Motorship, 350 horsepower, 350 tons, six man crew.
  - j) Vaclav: Motorship, 350 horsepower, 350 tons, six man crew.
  - k) Karel IV: Motorship, 350 horsepower, 350 tons, six man crew.
  - l) Stakar: Motorship, 350 horsepower, 350 tons, six man crew.
  - m) Libuse: Motorship, 350 horsepower, 350 tons, six man crew.
  - n) Sokol: Motorship, 350 horsepower, 350 tons, six man crew; modern, built in Holland.
  - o) Orel: Motorship, 350 horsepower, 350 tons, six man crew; modern, built in Holland.
5. The CSPL also has at its disposal eight small, powerful motor tugs (Traktoren). Each is equipped with two motors of about 180 to 200 horsepower. Their identification is M 1, M 2, M 3, etc. Some of the tugs ply only in Czechoslovakian waters, some travel to Hamburg. They are versatile vessels which can pull one or two barges. Each has a two man crew.
6. The concern has a number of steam harbor tug (Buxierdampfer) stationed in Hamburg. Some have been destroyed or damaged and broken up. The following are actually in use: P 1, 250 horsepower; P 7, 180 horsepower; P 8, 180 horsepower; P 9, 180 horsepower; P 11, 250 horsepower; P 12, 250 horsepower. The organization also has three long boats, B 1, B 2, B 3, which are used by employees in getting around the harbor.
7. The CSPL uses ten to twelve small tugs (Remorkare) only within Czechoslovakia, between Prague and Usti. The boats have about 180 horsepower.
8. The firm has five tank ships with motors and two without. The vessels are divided into six to twelve chambers and have an average capacity of 700 tons. T 1 has 500 horsepower; T 2 and T 3, 300 horsepower; T 4, 400; and T 5, 350. T 4 and T 5 are the only ships in practical use; T 6 is used occasionally.
9. The company has about 200 barges which have a capacity of from 700 to 1,000 tons. They are classed as follows:

200 series: about 30 barges  
 300 series: about 15 barges  
 400 series: about 40 barges  
 500 series: about 45 barges  
 600 series: about 60 barges

30  
 15  
 40  
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In the 200 series are barges which were obtained as war booty; they are used for loads of between 600 and 1,000 tons. The age of 200 series barges is various. They have a weight (Grösse) of 900 tons (sic). The 300 series contains the oldest barges; most come from the pre-First World War period. Since no basic repairs have been made recently, they are gradually deteriorating. The 400 series contains barges weighing 1,000 to 1,100 tons; for the most part they are very old. All 300 and 400 type barges are made of wood. The 500 series indicates barges built between 1923 and 1933; they can carry about 800 tons each. The most modern series is the 600; the first model was built in 1935. They are all-metal and have a capacity of 750 tons. Recently, barges have been built containing a weak motor so that they are maneuverable and can travel the Elbe faster. Construction of a 600-class barge costs between five and six million Crowns. Cargo barges carry crews of from three to four men.

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